

Time, they did not meet. When the railroad chiefs arrived the brotherhood committee met over into the Calverton room. After that the President alternated between the two meetings.

President Harding urgently requested every present at both conferences, including Secretary of Commerce Hoover, Chairman Cummins of the Senate Interstate Commerce Committee, and Chairman Hooper of the Railroad Labor Board not to discuss what had occurred at the White House.

On departing Mr. Cuyler said that the railroad had submitted the strike to the President. He admitted that he might return for a further conference to-morrow morning, but said no definite arrangements had been made about this.

Some Lines Have Little Room

The whole difficulty of the railroads in accepting the President's proposal lies in the fact that certain lines, notably the Pennsylvania, have taken on such large numbers of skilled machinists to fill the places of the striking shompen back, the disposition of all was to stand by the roads which, in taking on new men, had guaranteed them steady employment.

It is understood the rail executives told President Harding that while most of the lines were able to take their striking shompen back, the disposition of all was to stand by the roads which, in taking on new men, had guaranteed them steady employment.

President Holds Up Statements

President Harding's urgent request that nothing be said about the conference, and that neither side make any statement, prevented the publication of these statements, so that officials at least both sides make of their replies are withheld from the public.

Mr. Harding is extremely anxious to prevent either side from making a statement before an angry and excited public. He is sure that the public will make it the least bit more difficult for either side to make some concession.

Senator Cummins indicated, before going to the White House, that he desired the railroad employees' organizations had sought a conference with President Harding. At their request, Senator Cummins arranged it. The conference was held at the White House, and the President's views on the question of other railway unions getting into the strike, something which he regarded as a serious matter, were made known to the public.

No further word was given out from the White House as to the conference. The President's answer was virtually a flat rejection. The conditions attached to the executives' reply were declared to cover ten typewritten pages.

No Suggestion by President

Mr. Sheppard said after the conference that "the President made no suggestion." They were requested to leave a committee in Washington which could be called in again at any time and that five of their number would remain.

"Our representatives of the organizations not on strike came over here to tell about our troubles, growing out of the strike in keeping our men at work, explaining to the President the bad shape of the equipment generally," Mr. Sheppard added.

"We offered our good services to act as mediators in any way possible and are prepared to do anything to help out the situation. We do not know what he will do about it."

"We submitted a formal statement of how we felt and looked upon the problem and carefully explained the formal reply of the shopmen. Everything we did was advisory and we don't want to do anything which will muddy the waters."

Asked if the brotherhood chiefs offered a formal suggestion to the President for settlement of the strike, Mr. Sheppard replied:

"That's what we came here for."

He would not discuss the point in any way and added: "We should not speak until the President has."

Case In Brotherhoods' Hands

"The shompen," he continued, "have left their case entirely in the hands of the brotherhoods, and under the circumstances we will not give out any copies of the statements presented to the President until later. When we do, we will give them out together."

"I don't know that we've done a bit of good. I'm a good Presbyterian, but there are times when I lose hope."

Mr. Sheppard declined to discuss the possibility that there might be an increasing number of sporadic walk-outs by crews which refuse to take out trains they believe unsafe, and then launched into a plea that "the newspapers say as little as you can about the situation."

He said: "Treat everything as conservatively as possible, and for God's sake get out of the head."

Thom Heads Rail Chiefs

The executives, headed by A. P. Thom, general counsel of the Association of Railway Executives, arrived at the White House at 4 o'clock. Their party included W. W. Atterbury, vice-president of the Pennsylvania system; Mr. Cuyler, Hale Holien, president of the Chicago, Burlington & Quincy; A. H. Smith, of the New York Central; Howard Elliott, of the Northern Pacific; Lewis Kruttschnitt, of the Southern Pacific; W. L. Mapother, of the Louisville & Nashville, and C. H. Markham, of the Illinois Central.

The representatives of the labor organizations, headed by Mr. Stone, of the Brotherhood of Railroad Trainmen; Mr. Sheppard, of the Brotherhood of Locomotive Engineers; E. F. Grable, of the maintenance of way workers; T. V. Cashen and E. F. Manion, of the telegraphers; D. B. Robertson, of the firemen and engineers; L. E. Sheppard, of the Brotherhood of Railroad Trainmen; and L. E. Sheppard, of the Brotherhood of Railroad Trainmen.

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N.Y. Roads Deny Rolling Stock Is Defective

Central and New Haven Say P. S. C. Has Examined All Equipment in Operation and Found It in Condition

Answers Union Boast

Prediction Was Made Walk-Outs Would Come Here Because Travel Is Unsafe

The Public Service Commission, according to an announcement made by the New York Central Lines yesterday, has denied any defective equipment is in operation in this state, as charged by the railroad brotherhoods. The statement was issued in reply to rumors that there were to be duplicated in the East the walk-outs that have taken place in the West because of alleged "dangerous condition" of the equipment.

At the same time the New York, New Haven & Hartford road issued a denial of any deterioration that would tend to make travel unsafe, saying that the road was carefully fulfilling its duty to safeguard travelers along its lines.

The report of Chief Engineer Vanneaman, of the Public Service Commission, as to the condition of equipment, came from Albany, the inspection of trains in actual operation having been made there.

"Since July 1," the report says, "we have had our inspectors at the Union Station, Albany, and at the other terminals, making daily verbal reports concerning the condition of locomotives. These reports are growing much better daily. Where our inspectors have found defects, they have reported them to the officials of the railroad, who, in turn, have directed the force of mechanics kept on duty at the Union Station to make repairs. The fact that we have not been possible to make repairs has not been taken out of service and another substituted."

Safety Supreme Desire

The New Haven road statement says that the company wishes to impress upon the public that its desire for safety is as supreme as its responsibility to maintain it. It is the duty of employees to report every piece of equipment that does not seem to be in good condition, the company says, and not to quit the road's service without making such report. The statement continues:

"The fact that the cars are being made so as to permit a continuance of normal operation of passenger and freight service. The locomotive situation is such that it has been unnecessary to take all of the reserve engines out of storage. In addition to these reserves there have been received twelve new heavy switch engines, and locomotives sent to the plants of the Baltimore and Ohio, and the Pennsylvania Railroad, and the New York Central, and the American Locomotive Company are commencing to return."

David Williams, secretary of the central strike committee for the metropolitan district, said the chief of the strike in the West "verified predictions."

"We have been constantly informed of the poor condition of the equipment of the Western roads, and knew that in self-protection the train and engine crews must quit work," Williams said yesterday. "The only thing we did not know was that the spread of poor and dangerous equipment would be so rapid."

Predict Walk-Outs

Labor leaders who did not care to identify themselves yesterday said that there were sure to be walk-outs all through the Eastern territory, but Mr. Williams refused to comment on these reports. The railroad officials denied them.

No comments were made by either unions or officials on the possibilities of the Washington conference between the President and the delegation of executives.

Reports from New Jersey said that the American locomotive plant at Paterson was closed and the windows broken. It was also reported that a D. & W. train passing through Paterson had been stoned because it was carrying strike breakers.

Circulars urging the claims of striking shompen were distributed among passengers on the Long Island Railroad yesterday. Comparisons were made between the wages paid at the Morris Park railroad shops and those paid to city employees. The circular said:

"The City of New York pays its machinists per day, \$12; plasterers, \$12; bricklayers, \$10; bricklayers, \$7; carpenters, \$10; carpenters, \$7. The railroad wages are: Skilled mechanics per day, \$5.60; mechanics, \$5.60; railroad laborer, \$2.50."

Paralysis Creeping Over Roads, Says Labor Head

Declares Commerce Board Has Notified Harding Entire Rail Structure Is Near Collapse

CHICAGO, Aug. 12.—Asserting that "creeping paralysis will make it impossible at the end of sixty days for the most willing train service employees to keep traffic moving," J. F. McGrath, vice-president of the Railway Employees' Department of the American Federation of Labor, issued a statement to-night criticizing assertions of railway executives that rolling stock is in safe condition.

He charged that the Interstate Commerce Commission has not made public recent reports on the condition of railroad equipment and asserted that commission members told the President July 28 that "if the strike was not settled within two weeks the entire railroad structure of the country would be threatened with collapse because of impaired equipment and lack of fuel."

"That two weeks is about up," Mr. McGrath's statement added. He asserted that "facts in the possession of the Interstate Commerce Commission would startle the country."

He declared that there are "vastly more than 16,000 engines out of commission to-day and that each week is adding to the total. He charged also that many locomotives dangerous to operate have not been placed on the bad order list."

"Definite information is in my hands from a number of important railroads," he stated, "such as the Texas & Pacific, Missouri Pacific, Great Northern and Southern Pacific, to the effect that inspections have not taken place since June 30. Hundreds of locomotives have not been inspected since early in June. Monthly locomotive inspection on account of strike marked 'no inspection' is being made."

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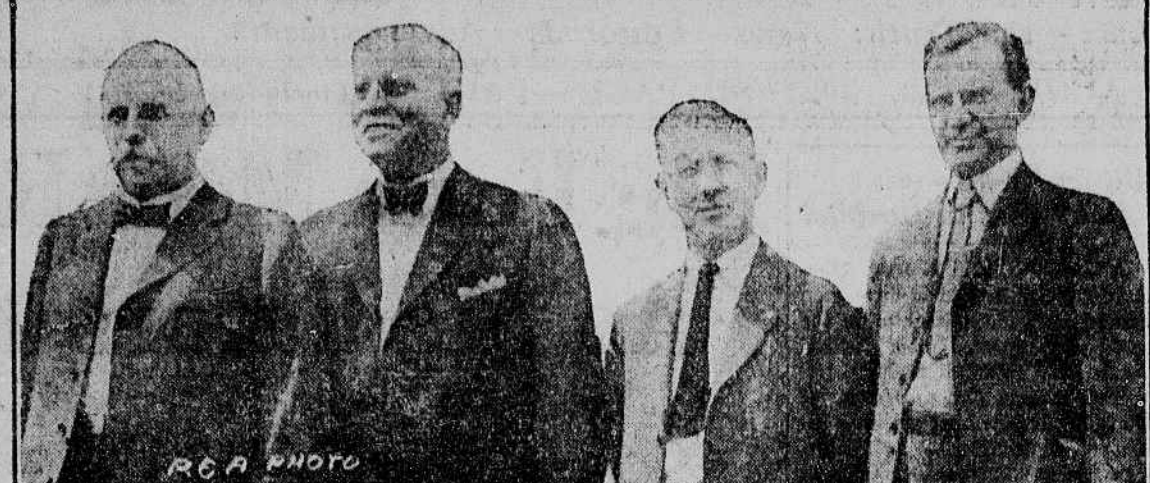
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Spread of Rail Strike Rests With These Men



From left to right: L. E. Sheppard, of the Order of Railway Conductors; D. B. Robertson, of the Brotherhood of Locomotive Engineers; W. N. Doak, who represents Mr. Lee as head of the Brotherhood of Railroad Trainmen.

Five Coal State Governors Get Call to Parley

(Continued from page one)

approaching when the conference adjourned to-night at 11 o'clock Monday morning.

A total of 140,000 tons annual production is actually here or where its representatives can be called on short notice, awaiting an agreement to which they can subscribe by signing up and then as rapidly as possible reopen their mines.

The 140,000 tons tonnage is 70 per cent of the annual production of the central competitive field states of western Pennsylvania, Ohio, Indiana and Illinois, placed at about 200,000 tons, but is distributed over a wider territory. It is 35 per cent of the estimated total annual coal production of the country in the union fields, 400,000 tons.

A detailed estimate and the distribution of the tonnage obtained here to-night from usually reliable sources, and indicating that Pennsylvania, through the central Pennsylvania bituminous mining field, is expected to bring about 50,000 tons tonnage into the settlement and West Virginia 41,000 tons, is as follows: Central Pennsylvania, 50,000 tons; Ohio, western Pennsylvania and Illinois, 40,000 tons; northwest Virginia (the twelve and half counties field), 25,000 tons; central West Virginia, Kanawha field and tributaries, 14,000 tons; to 16,000 tons; Maryland, 6,000 tons; scattered, 3,000 tons.

Would Send 155,000 to Work

This tonnage, it is estimated, would put 155,000 of the 445,000 striking soft coal miners back to work.

Arbitration was the rock on which the conference—a meeting of the joint representatives of the coal producers and mine workers—came perilously close to late as this afternoon to disastrous wreck.

The operators insisted, as on yesterday, on some form of arbitration, and in accordance with the Illinois operators, who want a state settlement, and with President Harding on one point—arbitration after March 31 next. The mine workers' officials indicate they will continue the strike rather than accept the arbitration feature.

No compulsory arbitration was the ultimatum of the mine workers' conference to-day.

No settlement unless there is a provision to take care of March 31 next, was the counter ultimatum of the operators.

Michael Gallagher, chairman of the joint conference and president of the Pittsburgh Vein Operators' Association of Ohio, and President Lewis, of the United Mine Workers, according to report to-night, were delegated by the conference to draft a provision something approaching President Harding's proposed "fact finding" joint commission to study the bituminous coal mining industry. Such a commission is likely to be the demand of the operators for something to which any settlement reached here may be tied, might make unnecessary the arbitration provision to which the mine workers object.

Reports came out of the conference of other questions fought over—a demand by the operators that the mine workers accept a wage reduction, and by the mine workers that the operators agree to a settlement to March 31, 1924, a year and eight months hence, but those experienced in operator-mine worker wage scale negotiations discounted this simply "talking points" to sway the conference one way or another in the main issue of arbitration.

Frank Farrington, the Illinois miners' president, who did not attend the committee session yesterday after serving notice that he did not regard any contract made here as a four-state agreement, rejoined the committee to-day. In explanation of his position, Mr. Farrington made this statement:

"The unqualified statement that I have refused to sign a four-state agreement is enemy propaganda. As a matter of fact, at the time the story was circulated, the miners and operators had not been able to get together on any kind of an agreement. However, I did tell my associates on the sub-committee that I would not sign a four-state agreement embracing Illinois, representing a production of 500,000 tons present in the conference. To do that would mean that the particular mine in Illinois, represented by this one operator, would be allowed to go to work, while the rest of the 95,000 workers in Illinois would be required to continue on strike. My position is that I will not sign any kind of an agreement that does not put all of the Illinois mines to work at the same time."

Two Indiana Mines Ready To Begin Shipments To-day

Special Dispatch to The Tribune

STANTON, Ind., Aug. 12.—Greater activity was noticeable about two strip mines of the Rowland Power Consolidated Collieries Company here to-day than at any time since Indiana troops arrived eleven days ago, when it was decided to produce coal under state protection after strikes of miners and railroad shompen had curtailed the supply for state institutions.

Shovels at mines 3 and 9 were working. Railroad tracks in Number 9 mine are ready for cars. A Pennsylvania Railroad switch engine, with a loyal crew, is ready to place empty cars and take out loaded ones. It is expected that four or five cars will be ready for shipment this evening, and announcement is made that the emergency for coal is so great the mines will be worked Sunday.

Acting Governor, 'Broke,' Takes \$5-a-Day Job as Strike Guard

LINCOLN, Neb., Aug. 12 (By The Associated Press).—Pelham A. Barrows, Lieutenant Governor of Nebraska and for the past week acting chief executive during the absence of Governor McKelvie, also is working as a \$5-a-day strike guard for the Chicago, Burlington & Quincy Railroad.

"Being Lieutenant Governor has honor but no remuneration," he said to-day, adding that he took the new work when he and Mrs. Barrows found "we had \$3.40 in the bank and I had \$1.50 in my pocket, with not another cent in the world."

"I had to take this work," Lieutenant Governor Barrows said. "I could not get work elsewhere, and I and my wife were down and out."

Under Nebraska law the office of Lieutenant Governor as such is non-remunerative, although that official draws \$12,000 as presiding officer of the state Assembly in its biennial sessions. Under the constitution the Lieutenant Governor was advised to-day by the Geological Survey.

Revised figures for Thursday show that 13,217 tons of bituminous were loaded in all districts. This figure is an increase of 9 per cent over the mark set for the corresponding day last week.

An improvement is indicated in loadings of lake coal for the current week, the outlook being for a shipment of 140,000 tons. The quantity of coal shipped up the Great Lakes amounted to 50,000 tons for the week ending August 5.

Only Pea Anthracite Left

Production of anthracite remains practically at zero. Very little production of anthracite is coming from river-dredging operations in Pennsylvania, and no commercial mines are producing. Anthracite producers have been shipping from storage yards, but about all supplies left in these yards are pea coal. All larger sizes of anthracite are practically exhausted.

In its report the Geological Survey said: "The nineteenth week of the strike (August 7-12) opened with a decided increase in production. Returns so far received indicate an output of soft coal of about 4,800,000 net tons, or 500,000 tons more than the week before. The increase is due to gradual improvement in traffic conditions on the railroads serving non-union fields and also, but only in a very small way, to increased production in fields hitherto throttled by the strike. Despite this increase in bituminous coal output the nineteenth week finds production still about 550,000 tons below the level reached before the shompen's strike."

"Production of anthracite in the nineteenth week will be less than 30,000 tons. The total output of all coal, anthracite and bituminous, therefore, in round numbers is 4,880,000 tons, the corresponding week of 1921, 7,771,000 tons of bituminous and 1,772,000 tons of anthracite were produced, making a total of 9,543,000 tons, and the year before that the total of all coal produced was 12,232,000 tons. The present rate of output is, therefore, about 5,000,000 below normal."

Reopened Mines Do Little

"Detailed records of shipments indicate that the addition to the coal supply from mines that have reopened is small, although four weeks have elapsed since the invitation to resume production was extended. There have been only very small gains in a few of the stronger organized districts, and the increase in shipments reported for this week has come from those districts in which production was curtailed by traffic congestion during July."

William T. Grier, chairman of the

and Stockton to-day held up two overland trains of the system at Stockton and forced the company to declare an absolute embargo on perishables and livestock from California points.

The Southern Pacific declared an embargo on the shipment of livestock or perishable freight through the "Ogden gateway."

There is hope for the coal consumer, at least for the coal consumer who uses bituminous coal, according to F. S. Peabody, of Chicago, a leading body writes in a statement, "official journal of the American Institute of Mining and Metallurgical Engineers."

It will be news to the layman that the real difficulty with the soft coal industry is too many mines and overproduction. There is too much soft coal mined from too many soft coal fields by too many soft coal companies. Mr. Peabody insists, and he places the waste resulting from this extravagance at \$400,000,000 a year, or about 80 cents per ton of coal mined. Eliminate the superfluous coal mine by competition and the situation will adjust itself, Mr. Peabody maintains. He adds that such a process would take about ten years' time.

"The producing capacity of the bituminous coal mines in the United States is greatly overdeveloped," he writes. "This condition existed before the war. It was intensified during the war period, chiefly through the efforts of the Fuel Administration, which lent every encouragement to the opening of new mines. Prior to the war there were 6,000 shipping mines in operation in the United States. At the close of the war there were 10,000. It is safe to say that the present developed capacity of the bituminous coal mines in the United States is fully one-third greater than any possible demand."

Recognizing the problem, Mr. Peabody sees no remedy save in the gradual elimination through competition of the less efficient producers. Neither government ownership, government regulation nor the suggestion that the anti-trust laws should be suspended to permit mine owners to arrange a scheme of co-operative production is practical, he insists. By allowing nature to take its course, he estimates that at the end of ten years there would be in existence "only the most efficient mines, able to produce coal at the lowest cost."

SAN FRANCISCO, Aug. 12 (By The Associated Press).—A strike of employees belonging to the "Big Four" brotherhoods on the Western Pacific Railroad Company system at Oakland

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Coal Production Gained 500,000 Tons Last Week

No Anthracite Mined, but Bituminous Shows Sharp Increase to 4,800,000; Still 5,000,000 Short

Rail Improvement Helps

New York Traction Lines Given Authorizations for Fuel; Delaware Gets Aid

From The Tribune's Washington Bureau
WASHINGTON, Aug. 12.—Bituminous mines produced 4,800,000 tons during the past week, an increase of 500,000 tons over the previous week, but anthracite production remains at a standstill, the Federal fuel distribution committee was advised to-day by the Geological Survey.

Revised figures for Thursday show that 13,217 tons of bituminous were loaded in all districts. This figure is an increase of 9 per cent over the mark set for the corresponding day last week.

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Loosened Rail on N.Y.C. Imperils Passengers

Special Dispatch to The Tribune
ROCHESTER, Aug. 12.—But for the vigilance of a section foreman, New York Central passenger trains would have been wrecked on the westbound tracks near Slys Hill, five miles west of Clyde, yesterday afternoon. The foreman found all the spikes had been pulled from about a rail.

Michael McBeak, of Savannah, a foreman, was walking along the tracks near the Slys Hill section, when his attention was attracted to the loosened rail. It had been left in place in the hope that it would be overturned when struck by a fast train. Strikers are blamed.

New Jersey State Fuel Commission, Trenton, N. J., conferred to-day with Fuel Distributor Spencer relative to the taking of an inventory of the current fuel requirements in that state. He is also arranging for the financing of coal distribution in New Jersey in accordance with the plans of the central committee.

The Governor of Mississippi has informed the central committee that the Mississippi State Railway Commission will function as the fuel administrator for that state. Other authorizations issued Friday by the central committee provide for the movement of 100,000 tons of coal to Toledo and Sandusky, Ohio, for shipment to that state. The central committee also issued orders for the more pressing fuel needs of public utilities in Baltimore and Detroit and for electric traction purposes in New York City. A considerable tonnage was placed at the disposal of the Delaware Coal Commission for distribution within that state in accordance with the plans of the fuel distributor.

Trainmen's Rules Bar Quitting Without Parley

Lee Tells His Chairman Proof of Unsafe Conditions Must Be Shown Before Walk-Out

CLEVELAND, Aug. 12 (By The Associated Press).—The rules governing the Brotherhood of Railroad Trainmen and the transportation brotherhoods relative to authorizing a strike or peaceful withdrawal from the service are, in substance, identical, W. G. Lee, president of the trainmen, said in a statement given to The Associated Press to-day when asked as to what, if any, difference there was between the transportation brotherhoods on this point.

"The constitutions and general rules of all the transportation brotherhoods—